and to evolve a balanced economy under which all the different sectors of the industry could survive side by side without unhealthy competition. As a first step in this direction the Government of India have reserved 40 per cent of the production of Dhoties to Handloom industry.

In order to finance the Handloom Development Schemes, the Government of India have levied a Cess on Mill Cloth and out of the proceeds of this cess, Mysore State has been allotted Rs. 7,60,900 in addition to Rs. 2,52,655 for the Bellary District. Various Development Schemes to be financed out of these grants have been sent to the Government of India. Some of these have already been approved by them and others are under their consideration.

ಶ್ರೀ ಯು. ಎಂ. ಮಾದಪ್ಪ.—ಸರ್ಕಾರದವರು ಕೈಗೊಂಡಿರುವ ಕಾರ್ಯಕ್ರಮದಿಂದ handloom weaversಗೆ ಅಷ್ಟೊಂದು ಪ್ರಯೋಜನವೇನೂ ಆಗ ಲಾರದೆಂಬುದು ಸರ್ಕಾರದ ಗಮನಕ್ಕೆ ಬಂದಿದೆಯೇ?

Mr. SPEAKER.—You may please put a supplementary question relating to the last sentence.

Sri U. M. MADAPPA.—Some of these have already been approved and others are under consideration: it is stated in the answer. What are those schemes?

*Sri H. SIDDAVEERAPPA.—This is a big one.

	Rs.
Opening of emporia in several silk centres in district headquarters, etc.	... 60,000
Silk and handloom	... 2,50,000

Rs. 3,71,000 have already been sanctioned and the others are under examination.

ಶ್ರೀ ಬಿ. ಎಂ. ಶ್ರೀನಪ್ಪ.—ತಾವು ಕೈಮಗ್ಗದವರಿಗೆ ಸಹಾಯಮಾಡುವುದರಲ್ಲಿ, ರೇಷ್ಮೆ ಕೈಮಗ್ಗದವರಿಗೆ ಸಹಾಯಮಾಡುವ ಅಂಶವನ್ನೂ ಸೇರಿಸಿಕೊಂಡಿರುತ್ತೀರಾ?

Sri H. SIDDAVEERAPPA.—Others are under examination.

ಶ್ರೀ ಬಿ. ಎಂ. ಶ್ರೀನಪ್ಪ.—ನೀವು ಹಾಕಿಕೊಂಡಿರುವ ಯೋಜನೆಯಲ್ಲಿ cotton handloom weaversಗೆ ಸಹಾಯ ಮಾಡುವಂತೆ silk handloom weaversಗೂ ಸಹಾಯಮಾಡುತ್ತೀರಾ?

ಶ್ರೀ ಎಚ್. ಸಿದ್ದವೀರಪ್ಪ.—ಅವರಿಗೂ ಶಕ್ಯ ಸಹಾಯಮಾಡುತ್ತೇವೆ.

Road Transport monopolisation

Q.—122. Sri B. P. NAGARAJA MURTHY (Malavalli).—

Will the Government be pleased to state:—

(*a*) whether there is any improvement in the average daily collection from the Road Transport after monopolising certain routes;

(*b*) if so, by how much it has improved;

(*c*) whether they have proposed to monopolise some other routes in the coming year; if so, which are those routes?

A.—Sri H. SIDDAVEERAPPA (Minister for Home and Industries).—

(*a*) Yes.

(*b*) About Rs. 1,200 (average) per day.

(*c*) It is proposed to monopolise some more routes. The routes have not been finalised.

Sri B. P. NAGARAJA MURTHY.—Is the increase in the average daily collections encouraging to the Government to reach complete monopoly?

Sri H. SIDDAVEERAPPA.—Yes, it is really encouraging.

Sri B. P. NAGARAJA MURTHY.—Have the Government taken any decision towards that?

Sri H. SIDDAVEERAPPA.—It is under the contemplation of the Government to expand the monopoly scheme by some more stages.

Sri B. P. NAGARAJA MURTHY.—My question is have the Government taken any decision regarding complete monopoly?

Sri H. SIDDAVEERAPPA.—That cannot be done almost at once. It will have to be done by stages.

Sri B. P. NAGARAJA MURTHY.—What is the time taken then, Sir?

Sri H. SIDDAVEERAPPA.—I cannot say—as early as possible. I wanted to examine the scheme in its actual working for one year and see whether the results are encouraging. Now I am convinced that it is encouraging and it will have to be expanded by stages.

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*Asterisk indicates that the remarks or speeches have not been revised by the Member concerned.

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—ಬೆಂಗಳೂರು ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಕಂಪೆನಿಯನ್ನು ಸರ್ಕಾರದವರು ತೆಗೆದುಕೊಳ್ಳುವ ವಿಚಾರದಲ್ಲಿ ಸರ್ಕಾರದ ಅಭಿಪ್ರಾಯವೆನು ?

Sri H. SIDDAVEERAPPA.—Probably it does not arise out of this question, Sir.

Mr. SPEAKER.—Please refer to clause (c) of the answer ; perhaps he bases his question on that.

Sri H. SIDDAVEERAPPA.—The other routes which are under my contemplation are those that do not come within the purview of the B.T.C.

Overloading in Government Transport Buses.

Q.—125. Sri A. BHEEMAPPA NAIK (Molakalmuru).—

Will the Government be pleased to state :—

(*a*) whether they are aware that Government Transport Services are being overloaded of late ;

(*b*) whether it is permissible under the Rules ;

(*c*) whether it is a fact that the authorities are encouraging overloading with a view to get more collections ;

(*d*) whether the Management or the Government have received com. plaints of such overloading from the general public.

(*e*) what the trip sheets for the last three months do reveal in Chitaln drug and Bangalore lines in the matter of overloading ?

A.—Sri H. SIDDAVEERAPPA (Minister for Home and Industries).—

(*a*) Concession to carry to the extent of 25 per cent excess passengers in Government Buses has been permitted in view of the pressure of traffic on monopolised routes purely for the convenience of short distance passengers subject to certain conditions.

(*b*) The provisions of the Motor Vehicle Act and the Mysore Motor Vehicles and Road Traffic Rules have been kept in view while granting this concession.

(*c*) No.

(*d*) Specific instances of overloading brought to the notice of the management have been investigated and dealt with as per rules.

No instances have been brought to the notice of Government.

(*e*) Certain cases of overloading on the Chitaldrug—Bangalore line brought to the notice of the Department (according to the trip sheets) have on verification revealed that the limits and specifications prescribed have not been overlooked.

Sri A. BHEEMAPPA NAIK.—Is the Government extending the same concession to private buses also, Sir ? the concession of overloading to the extent of 25 per cent ?

Sri H. SIDDAVEERAPPA.—That does not arise. So far as private buses are concerned, there are many of them. This is a necessity in the regions where the routes are monopolised and only Government buses and no other buses, are run.

Sri A. BHEEMAPPA NAIK.—Can you not increase the number of buses and see that proper accommodation is given without overloading ?

Sri H. SIDDAVEERAPPA.—Yes, I have thought of it; I have been at it. I am getting new buses by the end of this month or by the middle of the next.

Sri A. BHEEMAPPA NAIK.—Is not the Government Road Transport a business concern, Sir ?

Sri H. SIDDAVEERAPPA.—Yes.

Sri A. BHEEMAPPA NAIK.—Between the two business concerns, i.e. between the Government Road Transport and the private buses, why should you differentiate ?

Sri H. SIDDAVEERAPPA.—The Road Transport deserves preferential treatment, Sir.

Sri A. BHEEMAPPA NAIK.—Well, this business concern is meant to give more facilities to the public than the private buses, is it not, Sir ?

Sri H. SIDDAVEERAPPA.—It has to perform a dual function, namely giving more facilities to the public and also earn more money.

Sri A BHEEMAPPA NAIK.—Is it not more to give facilities rather than to earn more money ?